

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " H. J. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 4 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 5 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,100 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,880 tons, Captain J. Willox.
 "NANNING," 1,669 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 4 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 16th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Sundays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents: Messrs. E. Paquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.

Hongkong, 5th April, 1907.

[370]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
 A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.
 For further information apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. COMPANIES
 Hongkong, 9th August, 1907.

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JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP.	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG.	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LINE.

Telephone No. 75.
 YORK BUILDINGS, 1st floor,
 Hongkong, 27th August, 1907.

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Dentistry.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 30th June, 1904.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905.

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THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
 Length inside 514 ft. Width of entrance, top 88 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
 Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Rops, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 100, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Sniffs, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GORDON" Capt. H. Welheim	About TUESDAY, 10th Sept, 1907.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, Noon, 11th Sept, 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, Noon, 12th Sept, 1907.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Senden	About THURSDAY, the 18th Oct, 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

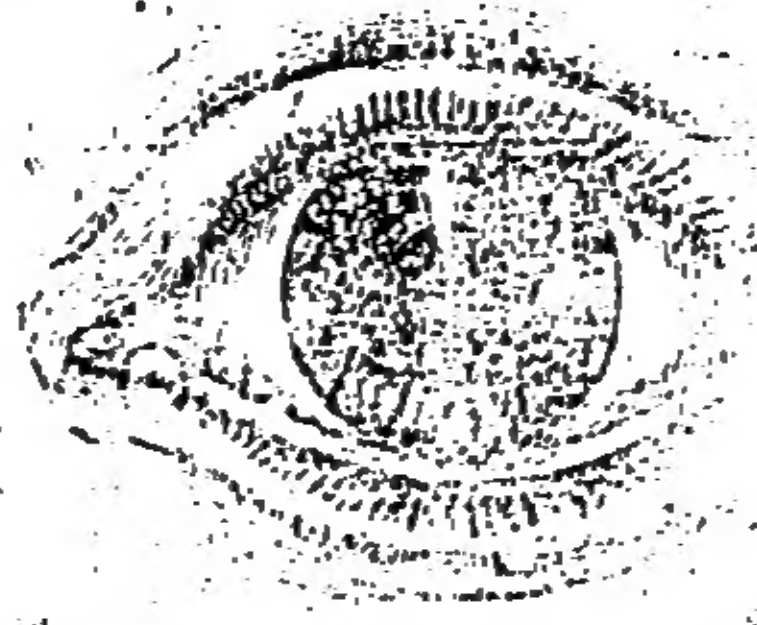
Hongkong, 3rd September, 1907.

[3]

Intimation.

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1905.

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Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telegraphic Address: "CHEF" HONGKONG.
 Telephone No. 4.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN,
 Proprietor.

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KILLED BY A LION.

WOULD BE "PERFORMER'S" TERRIBLE DEATH.

A thrilling story was told at the inquest on a lion tamer's assistant, who was mauled to death by a lion at Gloucester Theatre on Sunday night (July 28).

Miss Ella was to have given a performance at the theatre this week, and nine lions, six fully grown, and three cubs were taken there in cages.

In her absence Joseph Hassellmann, an assistant, was struck with the idea of having a performance to himself. Contrary to orders, he placed two cages together for the purpose of getting three lions into one cage, and while this was being done one of the animals escaped into a dressing-room.

THREW A CHAIR AT THE ANIMAL.

Hassellmann sought the assistance of a stage hand to lift the door of the cage up while he endeavoured to drive the lion in. The animal at first showed no temper, but ran round the dressing room, chased by Hassellmann, who had an iron bar in his hand.

The lion apparently objected to re-entering the cage, for he continued to patrol the room, which so exasperated Hassellmann that he threw a chair at the wanderer.

The animal seized the chair and crushed it with its teeth as it would a bone. Then it sprang at the man and brought him to the ground.

Meanwhile Miss Ella arrived, and heard Hassellmann say, "Oh, Miss Ella, I have done wrong." The animal stood over the body of the man, giving him a blow with its paw every time he moved. A rifle was secured from a shop near, but so close was the animal's head to that of the man that it was deemed risky to shoot.

VANQUISHED BY FIRE HOSE.

Miss Ella fired several blank cartridges from a revolver, but without frightening the lion away. Then it was suggested that the fire hose should be turned on the lion. This was done, and the infuriated animal trotted into the cage, and was secured.

By this time Hassellmann was dead. One of his legs and his neck were terribly torn, his thigh was lacerated and broken in two places, and his head was fearfully injured.

The verdict was that "Deceased was killed by a lion, and that no blame attached to anyone."

"CIGARETTE FIENDS."

DIVERSE MEDICAL VIEWS AS TO SMOKING.

The medical men had an interesting, and occasionally amusing, discussion at Exeter on August 2 on the tobacco habit.

Troquay, who in a paper on "effect of tobacco smoking on the health of the individual and the nation," delivered a violent counterblast to the use of the weed.

During recent years, the doctor said, he had made a special study of medical literature relating to the diseases produced by smoking and chewing tobacco, and the conclusion was that the habit of smoking could not be defended on scientific grounds. He attributed the practice amongst men to the desire to emulate their elders, and so in its beginnings the habit was founded on sentiment.

Boys naturally thought that it was the correct thing to learn to smoke, and though the first attempt should convince them that it was injurious to health, they could not see it in that light. It was their ambition to be in the fashion, and they forced their stomachs by perseverance to tolerate poison, and in the time the habit became a pleasure and a solace. (Laughter.)

BOYS AS "CIGARETTE FIENDS."

Medical science distinctly taught that tobacco contained a deadly poison called nicotine, and that this was especially injurious to growing boys. Consequently the habit of smoking was opposed to the laws of hygiene. It was evident that the public mind was fully alive to the dangers of juvenile smoking, and great efforts were now being made in Scotland and in some parts of England to save the boys from self-destruction, for such it was. Hundreds and thousands of boys were growing up to be cigarette fiends.

He did not think legislation would check the evils of the tobacco habit. He would advise every adult to give it up for two reasons—first for a selfish reason, because the habit was dangerous to health in many mysterious ways; and secondly, for the rising generation.

KILLING THEMSELVES BY THE HUNDRED.

Was it reasonable to suppose that people of this land could enjoy good health when they consumed three million pounds by weight of tobacco each year. The quantity of nicotine represented by that amount was beyond his powers of calculation. Cigarette smoking, which was so common among men and boys, and even ladies, was certainly a national danger, and boys were killing themselves by hundreds and thousands.

He believed that the connection between smoking and insanity was closer than was generally believed.

Dr. Drury, Halifax, stoutly defended the practice of smoking. He had always understood that the discoverer of tobacco smoking was a Devonian, Sir Walter Raleigh, boy according to Dr. Tidswell it seemed that it was an invention of Satan specially devised to catch you. (Laughter.)

DOES SMOKING PREVENT CONSUMPTION?

Dr. G. C. McWitter (Dublin) said that from his observations in hospital he had wondered whether smoking had not the effect of preventing tuberculosis, for he had found amongst young patients that non-smokers were more prone to tuberculosis than smokers. He denied that smoking was injurious to the teeth.

Dr. Wynne (Leigh) declared that he had always smoked to excess, and he had no particular fault to find with his health. As to whether he was "shortening" his life he could

not argue that matter with Dr. Tidswell until he was dead. (Laughter.)

Dr. Newholme Bright, president of the section, said he would not like it to go forth as the dictum of the section that smoking had any effect at all in the prevention of tuberculosis. Surely one would expect to find more non-smokers than smokers amongst young patients. Tobacco smoke could only kill the consumptive germ when it was in a concentrated form as to kill the smoker himself. Smoking parties, and public-house bars were usually redolent of tobacco fumes, yet they were amongst the chief places in which bacilli abounded.

For Sale.

OREGON PINE.

FOR SALE SECOND-HAND OREGON PINE from 40 feet to 60 feet long by 12 inches to 15 inches square.

Apply—

PUNCHARD, LOWTHER & Co.,
 1, M. Naval Yard Extension,
 Hongkong.
 Hongkong, 3rd September, 1907. [801]

TO BE SOLD.

FOR the purpose of being broken up, the steamer "IRONDE" now on view at Saigon till the 15th October.

For particulars please apply to the MES-SAGERIES MARITIMES OFFICE in Hongkong.
 Hongkong, 4th September, 1907. [805]

IRISH TERRIERS.

FOUR PUPS (male). Thorough-Bred, 6 weeks old. For sale. Prices moderate. Apply to—

C. A.
 C/o Hongkong Telegraph.
 Hongkong, 30th August, 1907. [790]

A. CHAZALON & CO.

6, Queen's Road Central,
 WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
 in pints and Baby bottles.

FRENCH SYRUPS
 GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE
 AND
 Other FRENCH MINERAL WATERS

Large Assortment of CANNED GOODS suitable for Picnic
 Hongkong, 15th May, 1907. [720]

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—
 JARDINE, MATHESON & CO., LD.
 Hongkong, 22nd June, 1907. [87]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st September, 1907. [18]

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 6

Intimations.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Fashions - - of To-day.

EVERYTHING FOR LADIES' WEAR.

COOLEST SHOW-ROOMS IN THE EAST.

COMPLETE OUTFITS FOR CHILDREN'S WEAR.

WM. POWELL, LTD., HONGKONG.

Hongkong, 31st August, 1907.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW & SUNDAY,
the 6th and 7th September, 1907, commencing
each day at 2.30 P.M., at the Sales Rooms,
No. 8, Des Vaux Road, corner of
Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS.
Comprising:-
CARVED BRASS BOWLS, VASES,
INCENSE BURNERS, JAPANESE TEM-
PLE TORI, OLD BRONZE VASES,
GONGS, IVORY CARVINGS, GOLD AND
SILVER CLOISONNE WARE, IMARI AND
MAKUDZU VASES, SILK EMBROID-
ERED SCREENS, &c., &c., &c.
Catalogues will be issued.
TERMS:-As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th September, 1907. [798]

PUBLIC AUCTION.
THE Undersigned have received instructions
from H. M.'s Naval Store Officer,
to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 12th September, 1907, commencing at
11 a.m., at the Naval Yard,
The following:-
Single Screw Steam Tug
"SOLENT,"
Length over all 100 ft.
Breadth 27 ft.
Load displacement 150 tons.
Built by Cox & Co., Falmouth, 1885.
Propelling Machinery-one set of surface
condensing compound engines.
Fitted with steam capstan and winch, crane
derrick and steam training engines.
3 bladed gun-metal propeller, &c., &c.
This vessel to be sold as she now lies in the
Naval Yard Camber.
The Admiralty will not be responsible for
any errors in the foregoing description.
The vessel will be open to inspection for
seven days before date of sale between 9 A.M.
and noon (Saturday and Sunday excepted).
Inspecting orders can be obtained from the
Auctioneers.
TERMS:-Cash before delivery; 25% of the
purchase money to be paid on the fall of the
hammer, balance and the clearance to be
effected within 7 days after date of sale.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd August, 1907. [773]

Intimations.

MR. E. E. SMITH
WITH CHARLES C. MACKEE,
Representative in-Orient,
Operating with HUTCHISON & Co.,
HAS ARRIVED IN HONGKONG.
Staying at Connaught Hotel.

Knitting Machinery, and All Knitting Mill
Accessories,
Cotton and Woollen Machinery,
Sewing Machinery, and Kindred Specialties,
Rice and Flour Mill Machinery,
Paper Makers' Machinery,
General Machinery, and Specialties.
Hongkong, 4th September, 1907. [824]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS:

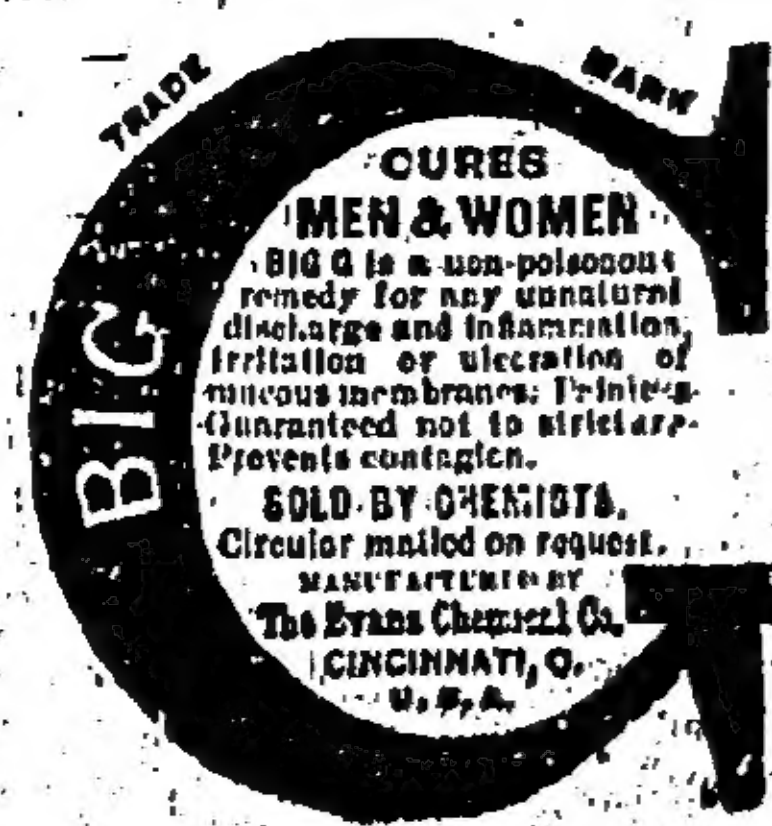
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon ...Every 15 minutes.
12.00 noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.
NIGHT CARS, as on Week Days.

SATURDAYS:

Extra cars at 3.15 p.m., 11.30 p.m., and
11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [19]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.
WM. PARLANE,
Manager.
Hongkong, 22nd June, 1907. [63]



THE STANDARD OIL CO.

FINED \$10,000 (GOLD).

JUDGE'S SEVERE STRICTURES.

Chicago, Aug. 3.
Judge Kenesaw M. Landis, to-day, in the
United States district court, fined the Standard
Oil Company of Indiana, \$10,000 for viola-
tions of the law against accepting rebates from
railroads. The fine is the largest ever assessed
against any individual or any corporation, in
the history of American jurisprudence. The
case will be carried to the higher courts by the
defendant company.

The penalty imposed on the company is the
maximum permitted under the law, and it was
assessed at the end of a long opinion, in
which the methods and practices of the Stan-
dard Oil Company were mercilessly scored.
The Judge, in fact, declared in his opinion that
the officials of the Standard Oil Company who
were responsible for the practices of which the
corporation was found guilty, were no better
than counterfeiters and thieves, his exact
language being:-

"We may as well look at this situation
squarely. The men who thus deliberately vio-
late this law wound society, or more deeply than
does he who counterfeit the coin or steals
letters from the mail. The nominal defendant is
the Standard Oil Company of Indiana, a
million dollar corporation. The Standard Oil
Company of New Jersey whose capital is
\$100,000,000, is the real defendant. This is
for the reason that if a body of men organize a
large corporation under the laws of one state
for the purpose of carrying on business through-
out the United States and for the accomplish-
ment of that purpose it absorbs the stocks of
other corporations, such corporations so ab-
sorbed have thence forwarded but a nominal
existence. They can not initiate or execute
any inherent business policy, their elimination
in this respect being a prime consideration for
their absorption. So, when after this process
has taken place a crime is committed in the
name of such smaller corporation, the law will
not consider the latter corporation is the real
offender."

COURT'S CAUTION.

"Where the only possible motive of the crime
is the enhancement of dividends, and the only
punishment authorized is a fine, great caution
must be exercised by the court, as the fixing of
a small amount would encourage the defendant
to further violations by estimating the penalty
to be in the nature of a license."

"The defendant argues that to hold it for
1,462 offences would be a violation of the con-
stitutional prohibition against the imposition
of excessive fines, and it is urged that congress
could never have intended to confer upon the
court such power. It is the view of the court
that for the law to take from one of its cor-
porate creatures as a penalty, for the commis-
sion of a dividend-producing crime less than
one-third of its net revenues accrued during
the period of violation falls far short of the im-
position of an excessive fine, and surely to do
this would not be the exercise of as much real
power as is employed when a sentence is im-
posed taking from a human being one day of
his liberty."

"The law prohibiting preferential railroad
rates was passed twenty years ago. Its adop-
tion was preceded by vigorous opposition in-
terposed by those who had been the benefi-
ciaries of the vicious practices its enactment
was designed to abolish. Immediately there-
after these same persons set about to devise
means for its evasion. The records of the
courts and of the interstate commerce commis-
sion show the employment of a large variety
of schemes to accomplish this result. During
the period since 1887 congress has repeatedly
endeavored to effectively amend the law with
a view to the accomplishment of its great
object. Finally, in 1903, the Elkins law was
passed."

A FALSE HOPE.

The court recalls that at that time the ear-
nest hope was very greatly entertained that at
last a means had been devised that would
put an end to preferential railroad rates, and
yet a few months thereafter the Standard Oil
Company procured 1,900 car loads of property
to be shipped at an unlawful rate. And for
this offence, the Elkins law authorizes punish-
ment only by fine, an obvious defect, remedied,
however, by the present law which prescribes
imprisonment in the penitentiary for a like
offence. However, it is the business of a judge
to administer the law as he finds it, rather than
expatiate on the inadequacy of punishment
authorized for its infraction.

"It is the judgment of a sentence of the
court that the defendant, the Standard Oil
Company, pay a fine of \$10,000."

"One thing remains. It must not be as-
sumed that in this jurisdiction these laws may
be ignored. If they are not obeyed they will
be enforced. The plain demands of justice re-
quire that the facts disclosed in this proceeding
be submitted to the grand jury with a view to
the consideration of the conduct of the other
party to these transactions. Let an order be
entered for a panel of sixty men, returnable at
10 o'clock on the morning of August 14. The
United States district attorney is directed to
proceed accordingly."

Under the seven indictments still pending
against the Standard Oil Company an addi-
tional fine amounting to \$38,440,000 may be
levied against the company, if it is found guilty
on trial. There are in these seven indictments
a total of 4,422 counts, and the maximum fine
on each count would be \$10,000.

Judge Landis' decision was as follows:

THE DECISION.

"This is a prosecution of the Standard Oil
Company of Indiana for alleged violations of
the act approved February 19, 1903, known as
the Elkins law."

"The charge is that the defendant's property
was transported by the Chicago & Alton Rail-
way Company at rates less than those named
in the carrier's tariff schedules established
and filed with the interstate commerce com-
mission, as required by law. The offences
are alleged to have been committed during the

period from September 1, 1901, to March 1,
1903. The indictment contains 1,903 counts,
each charging the movement of a car of oil.
Certain of the transportation is alleged to have
been from Whiting, Ind., to East St. Louis,
Ill., the remaining counts covering transpor-
tation from Chappell, Ill., to St. Louis, Mo.
"The plea was not guilty. On the trial 442
counts were withdrawn from the considera-
tion of the jury. On 1,462 counts the verdict
was 'guilty.' Motions for a new trial and in
arrest of judgment having been overruled, the
matter is now before the court for the imposi-
tion of the penalty authorized by law."

Consignees.

THE NORTH CHINA LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP "WYNERIC,"
FROM SEATTLE AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersign-
ature, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 10th August, 1907. [112]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 9th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd September, 1907. [796]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MANILA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary, before
6 hours.

Goods not cleared by the 9th inst., at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.
No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 2nd September, 1907. [17]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex
s.s. *Medea*, and from Bordeaux, ex s.s.
Ville de Lille, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered
MONDAY, the 9th September, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 9th September, or they will not be re-
cognized.

All damaged packages will be examined on
MONDAY, the 9th September, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd September, 1907. [110]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"GREGORY APCAR,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside,
Cargo impeding the discharge will be land-
ed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M., of the
9th instant, will be landed at Consignees' risk
and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 3rd September, 1907. [798]

Intimations.

A FAIR EXCHANGE.
Large sums of money are no doubt realized
from simple speculation, but the great fortunes
are derived from legitimate and honest business
—where the goods furnished are worth the
price they bring. Certain famous business-
men have accumulated their millions wholly in
this way. Prompt and faithful in every con-
tract or engagement they enjoy the confidence
of the public and command a class of trade that
is refused to unstable or tricky competitors. In
the long run it does not pay to cheat or deceive
others. Even a child or a dog soon learns to
distinguish between real friends and foes in
disguise. A humbug may be advertised with a
noise like the blowing of a thousand trumpets,
but it is soon detected and exposed. The
manufacturers of

WAMPOLE'S PREPARATION
have always acted on very different principles.
Before offering it to the public they first made
sure of its merits. Then, and then only, did
its name appear in print. People were assured
of what it would do, and found the statement
truthful. To-day they believe in it as we all
believe in the word of a tried and trusted friend.
It is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It aids digestion, drives im-
purities from the blood and cures Anemia,
Scrofula, Debility, Influenza, Throat and Lung
Troubles, and Wasting Complaints. Dr. Louis
W. Bishop says: "I take pleasure in saying I
have found it a most efficient preparation, em-
bodying all of the medicinal properties of a
pure cod liver oil in a most palatable form." It
stands in the front rank in the march of medi-
cine. It is a scientific remedy and a food, with
a delicious taste and flavour. No slow or
doubtful action. "It cannot disappoint you."
Sold by all chemists.

A GRAND PROMENADE CONCERT,

will be held on the
VOLUNTEER PARADE GROUND,
on
SATURDAY,
the 14th instant, at 9.15 P.M.

Tickets, 3s and 1s, can be obtained from
Messrs. KELLY & WALSH, and from VOLUN-
TEER HEAD QUARTERS.
Hongkong, 4th September, 1907. [802]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that MARTINI
AND ROSSI, of Corso Vittorio
Emanuele, 42, Turin, Italy, Merchants, have,
on the 4th day of May, 1907, applied for the
Registration in Hongkong, in the Register of
Trade Marks, of the following Trade Mark:-



in the name of MARTINI AND ROSSI,
who claim to be the sole proprietors thereof.
The Trade Mark has been used by the
Applicants since the 27th July, 1884, in respect
of the following Goods:-

VERMOUTH (WINE), IN CLASS 43.

A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 2nd day of July, 1907.
HERBERT HADDAD & Co.,
31 and 33, Bedford Street, Strand,
London, W.C.,
Agents for the Applicants.
[639]

WANTED.

A YOUNG MAN (British) of steady habits,
as HARBOUR RUNNER and SHIP
CHANDLERY ASSISTANT.

Apply—
SHIP CHANDLER,
C/o Hongkong Telegraph.
Hongkong, 2nd September, 1907. [795]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,000,000.)

Undertakes and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,
SEHWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd May, 1907. [125]

LEE YEE

HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.

12, D'ARQUILL STREET,
HONGKONG.
Hongkong, 1st September, 1907. [4800]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOM.
PRIVATE BAR and BILLIARD-ROOM.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [127]

Notice of First.

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hong-
kong will from the 1st of September,
1907, be transferred to Messrs. ARRYTOON
V. APCAR & Co., in the place and stead of
Messrs. KOZARIO & Co.
O Gerente da Agencia
DO BANCO NACIONAL ULTRAMARINO,
JOAQUIM L. C. GOMES.
Dated 21st August, 1907. [766]

For Sale.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS GENUINE
COMPOSITION RE- HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1907. [14]

HUMBER CYCLES.

THE BEST IN THE
WORLD.

Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES.

WITH THE LATEST BEST 3 SPEED GEAR,
GEAR CASES AND DUNLOP TYRES.
From \$120 to \$150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Foreign News:—"For 38
years the name of the HUMBER has been
as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
11, D'ARQUILL STREET and KOWLOON.
Hongkong, 19th July, 1907. [467]

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Styles.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 19th September, 1907. [153]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1907.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

AERATED WATERS

ABSOLUTE PURITY

AND THE HIGHEST DEGREE

OF PERFECTION.

OUR SODA WATER is the most wholesome daily beverage that can be taken.

OUR LEMONADE, ORANGE CHAMPAGNE, RASPBERRYADE, LEMON SQUASH, &c., possess the true flavour of the finest Fresh Fruits.

We would draw special attention to OUR LIME FRUIT CHAMPAGNE, which has the pleasant characteristics of the finest Lime Fruit.

OUR DRY GINGER ALE is a beverage of delightful flavour and aroma.

OUR Sarsaparilla is not only a delicious drink but a blood purifier as well.

OUR STONE GINGER BEER since its introduction, has been steadily growing in popular favour.

A. S. WATSON & CO., LIMITED.

CHEMISTS, AERATED WATER MANUFACTURERS, &c., &c., &c.

HONGKONG, CHINA & MANILA. Hongkong, 31st August, 1907.

DEATH.

On September 4, 1907, at Shanghai, HELEN TURNER, aged 42 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 5, 1907.

HONGKONG COLLEGE OF MEDICINE.

It was only last week that we commended in these columns the unostentatious but eminently successful labours of the Court of the Hongkong College of Medicine in producing year after year licentiates qualified to practise Western medicine within the Colony. The demand, for students who have passed the course of studies prescribed by the curriculum of the College is, however, not restricted to the limits of Hongkong and the New Territories; their services are recognised and are wanted in Borneo and in the Federated Malay States. A most recent case which has brought the qualifications of the practitioners from the local medical educational institution into prominence has just reached us from the sister colony of Singapore. It deserves rather more prominence than might otherwise be claimed for it from the fact that, according to the future programme of the institution, it will be the intention of the Council to enlarge upon the present scope of the College when its habitat, for the construction of which a Chinese gentleman has generously offered the very liberal donation of \$50,000, is completed. The case to which we allude is that in Captain W. Dawson, master of the s.s. *Hong Wan*, was summoned before Mr. Mitchell, the Senior Magistrate, at Singapore, on the 29th ult., at the instigation of Dr. McDowell, the Principal Civil Medical Officer, for having an unqualified medical practitioner on board his vessel when carrying more than twenty immigrants on the 28th August. Mr. P. J. Sproule, the Deputy Public Prosecutor, was present as a friend of the Court and did not appear on behalf of the medical authorities. According to the report in the *Singapore Free Press* Mr. Elliot said he appeared for Captain Dawson. It was simply a point as to whether Captain Dawson had on board a person qualified under the Chinese Immigration Ordinance. Captain Dawson had engaged in Hongkong Dr. McCloskey, who used to be known in the Straits. The Doctor got an advance of \$75 and had not turned up. Since his arrival in Singapore, the Captain had received a letter from Dr. Mc-

Closky saying he was ill and had not been able to turn up. The Captain had to get some one to take his place and got Dr. Kong, who had a licence from the Hongkong College of Medicine, and had practised in Hongkong. Captain Dawson, or the agents, had to pay this man the sum of \$600 to simply go to Singapore in order that the ship should not be delayed. The only legal point was the qualification of a medical practitioner. The summons was only taken out at the instigation of Dr. McDowell and his contentions were against his (counsel's). Dr. McDowell's contention was that only the diplomas approved of by the Governor in Council enabled persons to become medical practitioners. Mr. Sproule and he (counsel) had looked up the *Government Gazette*. It seemed to him that Dr. Kong was a qualified medical practitioner as he held a diploma in Hongkong. If an offence had been committed, it was extremely hard that a summons had been taken out against Captain Dawson under the circumstances. They had to pay this man \$600 and would have to send him back to Hongkong. All the trouble was simply because a man whom they had engaged and given an advance to had not turned up. Happily for the steamship company represented by Capt. Dawson they had in the Deputy Public Prosecutor a man who was not bound by red tape. He said that, as a friend of the Court, he was entirely in agreement with Mr. Elliot, but perhaps the Ordinance of 1907 would throw some light on the subject. Mr. Elliot said he did not know what the ships up North would do if a doctor died there. In his opinion Dr. McDowell seemed to be excelling himself in making restrictions upon the trade of the port. Even if they had the President of the Royal College of Surgeons on board, he would not, in the view of Dr. McDowell, be a qualified medical practitioner because he was not registered in Singapore. Mr. Sproule pointed out that, according to the Ordinance, any ship's surgeon in the discharge of his duties was regarded as a member of the local medical profession and he urged that no offence had been committed. In answer to the Court, Dr. Gibbs, acting Port Health Officer, said he wished to go on with the case. Mr. Sproule remarked that perhaps Dr. Gibbs had received orders to go on with the case, but he would take the responsibility and ask the Court to throw the case out. Ultimately, the presiding Magistrate discharged Capt. Dawson. It is thus due to the master of the *Hong Wan* that by a definite ruling of the Court in the Straits Settlements the diplomas issued by the Hongkong College of Medicine will be recognised as valid in case any of its licentiates elect to ship as emigrant doctors on board the numerous steamers engaged in the lucrative passenger traffic trading between Hongkong, the Coast Ports and the Straits Settlements. The magisterial ruling is a decidedly valuable one.

LOCAL AND GENERAL.

Mr. Richard Mansfield, the well known actor, is dead.

THE officers of the Korean army, numbering 580, have been relieved of their commissions.

LIEUTENANT J. F. SLOANE-STANLEY arrived from England per s.s. *Manila* on 2nd instant, on posting to 3rd Middlesex Regiment for duty.

MESSRS. Lane, Crawford & Co. have sent us a parcel of advertising matter for the famous "Walk-Over" shoes which the firm have on sale.

THE proceedings in the case of the Japanese sealer charged with poaching at the Pribiloff Islands and on the Alaska Shore has been dismissed by the Washington Courts.

LEAVE of absence to England on the recommendation of a Medical Board has been granted to 2nd Lieut. V. R. GILBEY, R.G.A., from 7th September, 1907, to 6th March, 1908.

SECOND-Lieutenant L. SLOANE-STANLEY, Middlesex Regiment, who has just been transferred to the 3rd Battalion, Hongkong, has been promoted lieutenant after two and a half years' service.

THE telegram quoted below was received at the U.S. Consulate-General from the Manila Observatory at 12.15 p.m., to-day:—September 5th, 1907, 11.30 a.m. Typhoon probably recurring northeast of Luzon in about 10 lat.

A FEW changes occurred among the police yesterday. Inspector Collett, who for two months had charge of Mount Gough Police Station, the Peak, returned to No. 7 Police Station, the vacancy at the Peak being filled by Sergeant Garrod. Sergeant Fenton returned to the Central from No. 7 Police Station.

THE King has been pleased to give and grant unto Frank Harris, Esq., commander of the Chinese Revenue cruiser *Chuen-lao*, His Majesty's Royal licence and authority that he may accept and wear the Star of the Fourth Class of the Imperial Chinese Order of the Double Dragon, conferred upon him by His Imperial Majesty the Emperor of China, in recognition of valuable services rendered by him.

MAJOR S. Macdonald, Royal Army Medical Corps, stationed at Woolwich, has been placed under orders for service at Hongkong, for which he will embark on Oct. 31. Major Macdonald has been over 20 years in the medical branch of the service, and he had considerable professional experience in the Tirah Expedition, 1897-98 (medal with two clasps).

On Aug. 23, the Bangkok Customs guard on duty found 14 tins of opium on the bridge, deck and 37 tins behind the donkey boiler of the engine-room of the s.s. *Chiao Pa*, from Singapore. All the tins were ten-lb. tins, the opium being valued at Bangkok at over 1,500 ticals. The police would be happy to have the acquaintance of the owner or owners.

LIEUTENANT A. Mellin has been appointed first lieutenant of the *Tamara*, receiving ship at Hongkong, vice Lieutenant A. G. Hamilton, whose appointment has been cancelled, and who has joined the battleship *Ramillies*. Lieutenant Mellin has served in the Royal Navy since October, 1896, when he was appointed lieutenant on the supplementary list.

SAHJOO, a fireman on board the steamer *Gregory Ahear*, was to-day sentenced by Mr. Hazell, at the Police Court, to three weeks' imprisonment for assault. Sahjoo was found guilty of striking the head fireman, Sahon, on the head with a bamboo pole, which necessitated the latter's removal to hospital, suffering from a scalp wound. Sergeant Davis made the arrest.

A TOKIO despatch of 1st inst., in the *N.C.D. News*, says:—In compliance with a request by Koreans, the Residency General has dispatched a lieutenant-colonel with a number of gendarmes to Kanto, on the Chinese-Korean border, in the Hamgyong province, for the purpose of protecting Korean subjects. As China insists that the ownership of Kanto is hers a conflict is probable.

AN accident, which ended fatally to a Chinese fireman, occurred the other day while the steamer *Tishan* was on her way to Hongkong from Australia ports. One of the firemen, it appears, while at work lost his balance and fell into the stokehold. He was picked up and every assistance shown him, but he succumbed to his injuries when the vessel arrived in port this morning.

GRAND Cordons of the Order of Pavlovna have been bestowed upon M. Stolypin, Russian Premier, and M. Izvolsky, Russian Minister of Foreign Affairs, while Grand Cordons of the Order of Alexander Nevsky have been bestowed upon Mr. Saionji, Japanese Premier, and Viscount Hayashi, Minister of Foreign Affairs, in recognition of the conclusion of the Russo-Japanese Treaties.

MR. F. KIENE, through his attorney, Mr. E. J. Grist, applied for his discharge in the Bankruptcy Division of the Court, to-day. Mr. Grist said that his client was entitled to his discharge. The whole question was how long could the Court keep it back. It seemed useless to keep a man hanging about unable to do anything and he hoped that the Court would deal with the case as lightly as possible. Mr. Justice Wise: I have read the report through and I propose to suspend the discharge for two years.

IP TO YIN, a milk coolie, employed by the Dairy Farm Co., Ltd., this morning forfeited \$5 at the Police Court, through his negligence. He was charged with carelessly driving a cart and causing injury to a young girl, residing at No. 10, New Street. Accused had charge of the company's milk cart and was returning to the town depot. Somewhere in Hollywood Road he lost control of the cart which broke away, and a girl was knocked down, the wheel of the cart passing over her foot. She was sent to hospital for treatment. She was able to appear in Court to-day and she was compensated for the injury done to her foot.

H.E. VICEROY Yuan Shih-k'ai has received a report from 'Aotai Chang Shih-chien, Director of the Kiangnan Arsenal, with reference to the employment of an experienced English scientist of Shanghai named Tu Pei-lai (in Chinese) to serve as scientific teacher in the arms school of the Arsenal for twelve hours each week at \$15.300 per mensem. Mr. Tu Pei-lai was recommended by a German firm (Juihsien Yang-hong) without agreement, because the engagement is only an experiment. Mr. Tu Pei-lai will enter into his duties after the summer vacation of the school. In addition to his duties of teaching, Mr. Tu will conduct scientific analysis in connection with the Arsenal whenever he is requested to do by the director from whom he will receive his instructions. Viceroy Yuan has ordered Tao-tai Ching to report this scheme to the Ministry of War for final orders.

WHERE the printer's devil is concerned it is not easy to be quite sure of literal accuracy at any time. Here is a case in point, from a home paper:—"It is not often that the *London Gazette* is caught napping quite so unhappily as on a recent occasion, when, in announcing the appointment of Sir T. McCall Anderson as one of His Majesty's honorary physicians in Scotland, the vacancy was said to be due to the death of Sir T. Fraser, who is fortunately enjoying excellent health. The appointment really resulted from the death of Sir W. T. Gardiner. A mistake in a Christian name with reference to a knighthood on one occasion led to a happy ending, for the difficulty was got over by both the intended recipients of the hon'ry and the one whose name was erroneously given being knighted." (But the humour of the above paragraph really lies in the fact that the deceased physician's name was not Gardiner at all, but Galdrer.)

HONGKONG COLLEGE OF MEDICINE.

We have received the Calendar for the session commencing 16th inst. The subjects and lecturers will be as given in the table below.

SUBJECT.	LECTURER.	PLACE OF LECTURE.
Anatomy	Dr. R. M. Gibson	Alfred Memorial Hospital
Chemistry	Dr. H. Macfarlane	Queen's College
Medical jurisprudence	Dr. F. Clark	Sanitary Institute
Therapeutics	Dr. Ho Ka Tung	Alfred Memorial Hospital
Midwifery and Gynaecology	Dr. G. P. Aubrey	Alfred Memorial Hospital
Physiology	Dr. W. P. A. Moore	Queen's College
Surgery	Dr. W. V. M. Koch	Government Civil Hospital
Pathology and Bacteriology	A. H. Crook, M.A.	Queen's College
Pharmacology	Dr. C. M. Hendley	Alfred Memorial Hospital
Practice of Medicine	Dr. R. A. Bellis	Alfred Memorial Hospital
Practice of Surgery	Dr. F. Keyt	Alfred Memorial Hospital
Material Medica	Dr. O. Marston	Alfred Memorial Hospital
Tutorial Midwifery and Medicine	Dr. J. C. Hawk	Tung Wah Hospital

BORNEO EXPLORATION EXPEDITION.

RETURN OF THE PARTY.

The s.s. *Jacob Diederichsen*, chartered by the Syndicate which had organized the exploration expedition along the coast of British North Borneo, first reported in these columns, returned to port last evening. The *Jacob Diederichsen* left Beran River on the 23th ult. and arrived at Hongkong yesterday. She came in ballast. The steamer brought back the representatives of the Syndicate, viz. Messrs. Lanzas, C. P. Chater (Secretary of the Hongkong Lion Mines Co., Ltd.), Drummond and Eisler.

FOU AT THE "BELLE VIEW."

SEAMAN GOES DOWN ON HIS KNEES AND BEGS FOR PARDON.

M. A. Razack, proprietor of the Belle View Hotel, charged one Michael Lenord, a seaman, residing at the Sailors' Home, with behaving in a noisy and disorderly manner in the hotel yesterday afternoon. Evidence was adduced to the effect that accused had an altercation with one of the hotel "boys" regarding the price of several bottles of beer. During the wrangle some unparliamentary language was used, which annoyed several guests at the hotel. Lenord was told to be quiet, but he refused and was given in charge.

His Worship—Did you assault the complainant?

Accused—No, I did not. I was the one who was assaulted. He punched me all over and knocked me on the ground. Finally, I had to go on my knees in the middle of the road and beg him pardon and ask for mercy. (Laughter.)

Inspector Gourlay informed the Court that accused had had a previous conviction.

His Worship—You were fined before, were you not?—Yes. I got five days for drunkenness.

He was fined \$7, the alternative on this occasion being fourteen days.

A HINT TO TRUCK OWNERS.

Inspector Ritchie, of the Central Police Station, charged two truck coolies at the Police Court, this morning, with recklessly driving a truck in the public street and doing damage to the extent of \$7 to a public ricksha. The accused admitted the charge, but said they were not to blame. The ricksha was blocking their way and they could not get past without colliding with it. The ricksha coolie denied this. His vehicle, he said, was in the side-channel in Queen's Road, near Queen Street. The accused who were in charge of a truck came careering down Peel Street at such a rate that they failed to swerve the truck round either to left or right on entering Queen's Road, with the result that the truck ran into his ricksha, doing considerable damage.

Inspector Ritchie, in reply to a question by the Court, said that defendants were ordinary street coolies and did not have the means to compensate the ricksha coolie. The truck, he said, they hired for the day. Mr. Hazell ordered each coolie to pay \$35 compensation to the owner of the ricksha.

Letting out a licensed truck on hire is against the law. And the owner of the above-mentioned truck was next called upon to explain how the two coolies came to be in possession of his truck. He said that the men had taken it without his consent, but this proved to be untrue and he was fined \$15.

CHINESE EDUCATION.

MOVEMENT TO INDUCE STUDENTS TO GO TO ENGLAND.

Sir John Jordan, his Majesty's Minister in Peking, has recently drawn the attention of the Foreign Secretary to the disparity between the numbers of native Chinese going to Japan and the United States for purposes of education, technical and otherwise, and of those who go to England for the same purpose; and he has suggested that it would be advisable to take some steps to encourage the dispatch of Chinese students to British educational centres.

Sir Edward Grey is stated to be in sympathy with Sir John Jordan's suggestions, and has expressed his approval of a movement that has been set on foot to give effect to them.

Under the auspices of the China Association and the China Society a committee has been formed which, in order to encourage the dispatch of Chinese students to England, will draw up an authoritative statement showing the cost of education, scholastic and technical, in the various schools and institutions in that country.

It is intended when the gathering of information is completed to prepare a translation in Chinese which will be sent to the Imperial Board of Education in Peking, copies being also sent to the Viceroys of all the provinces and to various educational establishments in different parts of the empire.

KOWLOON SMALL TALK.

FUNNY NAMES BRING TROUBLE.

This forenoon, at the Police Court, Mrs. Short, of 11, Granville Avenue, Kowloon, summoned James Wilson, fourth officer of the steamer *Zephe*, before Mr. F. A. Hazell, for assault. A cross-summons was served on Mrs. Short for using insulting and indecent language.

His Worship (to defendant)—Do you admit assaulting her?—Yes.

You plead guilty?—I had a reason for so doing.

You must either plead guilty or not guilty to the charge.—I plead not guilty.

Mrs. Short, wife of Sergeant Short, R. G. A., said that at about half-past six o'clock on Saturday evening she was in her house. It was tea time and witness and her children were having tea.

His Worship—Yes, and what happened?

Witness—My husband was pretty late in returning home that evening. I sent my little girl to see if her father was coming, and she hadn't time to look through the window when a friend of the accused—William Lambert—turning to the accused, asked: "Did you see that monkey face?" Witness heard the insulting remark and went out to the accused and his friend. Witness asked why he insulted her daughter. Lambert replied: "You are a liar. I'll call my friend." Witness returned to the garden. Then accused went up to witness and said: "Woman, what's the matter with you? You are drunk." Witness tendered an appropriate answer, whereupon defendant slapped witness's face. Witness struck back and, calling to her daughter, she said: "Go and get your father's walking stick and I will show this insignificant rat what I can do." Getting the stick, the witness said, she went after the accused, who seized her and, taking away the stick from her, accused struck her with it several times.

His Worship—Why should he hit you? He does not know you.

Witness—These two lads have been insulting to my daughter.

The cross-summons was then heard.

James Wilson, fourth engineer, s.s. *Zephe*, said that on Saturday last he met Lambert and both went for a walk. Passing Mrs. Short's house a little girl, who was looking out of the window, twisted her face and, addressing accused and his friend, said: "Oh! you monkey!" Lambert replied: "I don't know who is the biggest monkey." Defendant came out soon after and, calling Lambert an "insignificant bally rat," asked why her daughter was insulted. Witness and his friend went away and accused returned to her garden. From over her garden wall she accused witness of insulting her daughter. Witness went up to the wall for an explanation and was struck across the face. He returned the blow. Securing a stick defendant came into the street and approaching witness started to belabour him with the stick. Witness got the stick away from her. Then she started to slap his face, which, he said, "went flush and was swollen." Defendant, he alleged, was intoxicated at the time.

Mrs. Short—I'll have him up for defamation of character.

"I struck her four times," concluded the witness, "and anyone who was treated in that way would have done the same."

William Lambert was then called and examined. He corroborated the last witness's evidence.

His Worship—What questions have you to ask this witness?

Defendant—Simply that he has been the cause of the whole trouble. He and his sisters have constantly been insulting my daughter, saying that "her face was just as good as theirs."

His Worship—Have you been insulting defendant's daughter?

Witness—No.

Then what reason has she for saying so?—I don't know.

Defendant—The reason is this. That I do not allow my daughter to associate with Lambert, who is known to be a "rather fast" chap at Kowloon.

His Worship bound both parties over in the sum of \$100 each to keep the peace for a year.

NAVAL GUNNERY.

So far as has been ascertained by the published scores, the *King Alfred*, flagship of Vice-Admiral Sir Arthur W. Moore, K.C.B., K.C.V.O., C.M.G., commanding the China Squadron, stands at the top of the list in the gunnery tests of this year. Of course, all the scores have not been published, but in any case that of Captain Thursday's ship will take some beating. With her 92 in. guns, of which she carries a couple, the two gunlayers scored 15 hits out of 19 rounds, and had the gunlayers of the 6 in. weapons done as well the score would have been unapproachable. The 6 in. guns, of which she mounts 16, fired 19 rounds, and made 98 hits. The score for the ship, therefore, stands at 7611 points, and that of the best next ship of the Fleet, the battleship *Prince of Wales*, is 6198. The *Atsuta*, Captain C. L. Vaughan-Lee, of the China Squadron, has also done well, both with her 4 in. guns and the smaller quickfiring, the former making 88 hits on the target—of which 47 were bullseyes—out of 94 rounds, and the 6 and 3 pounders fired 151 rounds, of which 86 found the mark. The *Flora*, Captain Hubert Grant-Dalton, discharged 16 rounds from her couple of 6 in. guns, and hit the target every shot, but as bulls only count her actual score was 11 hits. The eight 47 in. guns which form her secondary batteries made 35 bulls out of 66 rounds, the bull being just missed by 24 other shots.

CANTON DAY BY DAY.

THE KWANG Y. VICEROYALTY.

[From Our Own Correspondent.]

Canton, 4th September.

Although H.E. Chang Yun-chun, Viceroy designate of the Liang Kwang provinces, has already left Hankow for Shanghai en route for the South, and that everything is now ready for H.E.'s reception here, a rumour is at present current in Canton mandarin circles to the effect that, as H.E. Viceroy Chang Chih-tung, Viceroy of the Liang Hu provinces, is going to leave his post for the Capital to have an audience with the Throne on some important affairs, H.E. Chang Yun-chun may be appointed to succeed him. In such an event H.E. Chang will not proceed for Canton as already arranged. The rumour goes further in stating that H.E. Yang Sz-ki, the present Governor of the province of Szechuan, will be appointed to the Viceroyalty of the Liang Kwang provinces. From the present outlook of affairs as regards the frequent changes of high officials in the southern Capital during the past year, the above rumour may not improbably turn out to be true.

GRATEFUL RECOGNITION.

The large sum of money which has been absorbed for the disposal of cheap rice to the poorer class of people and the continuance of the sale up to the present is mainly due to the untiring efforts of the Kwangchow Prefect, Chan Mong Tsang, through whose recommendations, the Acting Viceroy has granted funds to continue this good work. The committee of the Cheap Rice Disposal Bureau have prepared presents and other gifts which they intend to present to Prefect Chan in recognition of his benevolent efforts.

ANTI-OPIMUM MOVEMENT.

The magistrate of the district of Kwai Shin is making arrangements for the formation of a branch Anti-Opium Association in that district, and he himself as promoter of the anti-opium movement has subscribed \$100 for the purpose. The magistrate has convened a meeting, and has invited the different classes of people to attend and to bring about means with a view to taking joint action in dealing with the matter.

PIRACY.

A junk plying between Sun Hing District and the prefecture of Shiu Hing was pirated on the 19th ultimo, whilst calling at a place named Kani Kai. A number of pirates boarded the junk and carried off all the goods and valuables they could lay their hands upon. The value of the goods lost is estimated at about \$300.

TURBULENT PREFECTURES.

A few days ago, Acting Viceroy Wu sent a telegraphic memorial to Peking to the effect that although the bandits in the prefectures of Yumchow and Linchow have already been put down, yet in many places there are still bandits who are contriving to create more trouble. On receipt of the above memorial, the Central Government gave orders by telegraph to H.E. Chang Yun-chun, the newly appointed Viceroy, instructing him to proceed to the South without delay so that the lawlessness of these bandits in Yumchow and Linchow may be taken in hand at once.

MORRISON CENTENARY.

A large match has been erected on the new bund at the Ching Hoi Mun, for the purpose of the Robert Morrison Centenary meetings on the 5th, 6th and 7th instant. All the leading local Chinese officials have been invited to attend the meeting on the 5th instant. The match is decorated and will at night be lit by electricity, three large arc lamps having been installed. Meetings will be held daily on these days from one o'clock in the afternoon, when all classes will be invited.

ANTI-OPIMUM NEWSPAPER.

The Anti-opium Society is proposing to issue a newspaper and the opium question will be its principal theme. It is expected that this paper will make its appearance on the 1st day of the 8th moon.

RAILWAY AFFAIRS.

At the tea party held at the office of the Canton-Hankow Railway Company yesterday when it was expected that the newly elected president and vice-president would take over charge of office, these two gentlemen did not put in an appearance, so it remains to be seen what will be the next step. Upon the ill-fall of the Company calling on him, Mr. Lo Po-hon stated that he will not assume charge until the financial question has been fully settled. The vice-president, Mr. Wong Shiu-ping, has expressed the same opinion.

MISS MAY YOHÉ.

Miss May Yohé, the well-known actress, has received notice to quit her apartments in New York, because of her failure to pay the rent. She has accordingly decided to go on a prolonged stage tour in the Far East. In an interview, Miss Yohé expressed herself rather bitterly with regard to Mr. Strong, her second husband.—*L. & C. Express*.

SHIPPING AND MAIL.

MAILS DUE.

German (*Goben*) 9th inst.
Indian (*Lightning*) 9th inst.
German (*Prinz Blücher*) 10th inst.
Indian (*Kutiang*) 14th inst.
American (*Nippon Maru*) 14th inst.
Canadian (*Empress of India*) 24th inst.

The Imperial German Mail s.s. *Prinz Sigismund* left Kobe on 4th inst. at 9 p.m., and may be expected here on 10th inst., p.m.

The Apar Co's s.s. *Lightning* from Calcutta left Singapore on 5th inst. at 11 a.m., and may be expected here on or about 9th inst.

The Imperial German Mail s.s. *Goben* carrying the German Mails with dates from Berlin of the 13th ult., left Singapore on 5th inst. at 10 a.m., and may be expected here on or about 9th inst., p.m.

Telegrams.

[Ruter's.]

Sir Harry Maclean.

London, 3rd September.

The Legation at Tangier has received letters from Sir Harry Maclean which, it is understood, notify Raisuli's terms.

Chinese Outrages on the Rand

There is a recrudescence of Chinese outrages on the Rand. Occupants of lonely houses have been assaulted and one killed. There were 28 murders in August, most of which are ascribed to Chinese.

Morocco.

The Spanish Government, in agreement with France, has decided to send troops to Tangier, Tetuan, Larache, and Alcazar, to protect Europeans, pending the organisation of police.

General Druce made a reconnaissance on Sunday.

Five miles from Casablanca, the enemy was found in strength. A charge was repulsed, but a vigorous harassing was kept up as the French retired.

Plague in San Francisco.

Three cases of plague have occurred in San Francisco.

HONGKONG INDUSTRIES.

The Acting British Commercial Attaché to H.M. Legation at Peking (Sir A. Hosie), in reporting on a visit he recently made to the southern ports of China, remarks that Hongkong, although generally regarded as a mere depot of trade with China, has in recent years developed into a great industrial centre, whose manufactures are sent, not only to China, but to various parts of the world, including the United States of America, Japan, Australia, Siam, Burma, and India. He describes the various industries carried on in the Colony, but his remarks scarcely carry us beyond the very full description of Hongkong and its industries given recently by our own correspondent in the Far East, who marks the *L. & C. Express*.

CHINA AND THE POWERS.

AN EXTRAORDINARY RUMOUR.

An incredible but highly mischievous report has lately been current in Peking to the effect that four of the foreign Powers have recently presented a demand to the Chinese Government to the effect that China shall abandon all idea of reconquering her navy, shall surrender what modern warships she already possesses; dismantle her fortresses and withdraw her garrisons from the sea-coast and the shores of the Yangtze-kiang. The defence of China against outside aggression will then be undertaken by the Powers which have preferred these demands.

Nothing has been said about the means which the Central Government will take to resist these demands, and it is pretty certain that the whole story is a fabrication. It would appear, however, that there is any truth in the report there is sure to be serious trouble in China.—*Shanghai Times*.

WEI-HAI-WEI.

The Times Peking Correspondent, in a telegram dated 4th ult., states:—

"For some time past I have been visiting among other places in North China the British port and leased territory of Wei-hai-wei. The possession is small in territorial extent, but is one presenting a remarkable illustration of the British genius for governing Asiatics. The opinion is widely held in the Far East that the time has come when the British Government should announce its intention as to the future of the port. The present uncertainty stifles all development and causes constant misunderstanding. Why cannot our Foreign Office give the requisite assurance to the British in China that Wei-hai-wei will continue a British possession? The port has great advantages as a sanatorium both for our navy and our subjects in China, who, now, uncertain of the future, hesitate to invest money there, and resort instead during the summer to the German port of Tsing-tau or to sanatoria on Chinese soil, to the great enrichment of those places. Every Englishman who before the present uncertainty invested money in Wei-hai-wei did so under the direct encouragement of official statements in the House of Commons that Wei-hai-wei would be held so long as other Powers held similar leases of Chinese Territory, yet when the British community on June 1, 1906, petitioned for information as to the future they had to wait ten months for a reply. Even then on March 21 last, Lord Elgin evaded a direct answer and refused to discuss 'hypothetical cases' but curtly informed the colonists that 'whatever contingency may arise the British Government could not entertain any claim of compensation to firms or individuals who have invested money in Wei-hai-wei.' The present policy is regarded in the Far East as illogical. If the British Government will announce its intention to retain Wei-hai-wei industries will be started and the colony will quickly prosper. If the Government is prepared to restore possession to China, the Chinese Government would certainly engage to compensate the residents who had invested money there while the port was under the British flag.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NAVY LEAGUE AND ITS NEGLECTED DUTY.

To the Editor of the "HONGKONG TELEGRAPH."

Sir—"The statement sent to the Press on behalf of the present majority of the Executive Committee of the Navy League, over the signature of the League's President, is so remarkable a document that we ask your leave to comment upon it.

In the first place, it indicates the final abandonment by the League of its critical function, and the substitution of education as its primary aim.

In the next place, the majority of the Committee definitely range the Navy League on the side of the policy of naval reduction pursued by the present Cabinet; while, as if to prove still further the completeness of their confidence in that Cabinet, they announce their belief that "command of the sea is now the first object of national policy."

In spite of the facts that this Cabinet was returned to power pledged to the bill to cut down expenditure on both services; that the Prime Minister has repeatedly affirmed his ardent desire to reduce armaments; that 122 members of the present House of Commons specially appealed to him in 1906 to reduce the Navy; that a very large part of its supporters of the present Government entertain ideas so widely remote from reality as to suppose that arbitration can be substituted for war; and that this very Cabinet has made proposals at the Hague Conference which involve the restriction of the power that command of the sea confers, and which have made both itself and Britain the laughing-stock of every Chancellery in Europe;—the Committee of the Navy League still believe that to attain the command of the sea is the principal object that this Cabinet has in view!

Probably, in the whole of our history, no belief more strikingly at variance with all the evidence of facts was ever held by a body of men to whom some degree of responsibility was supposed to attach. If this were indeed the principal object of the Ministry, what a cry of pious horror, what a shout of fury and disgust, would go up from the great body of that Ministry's supporters!

After this, it is hardly surprising to find that the Committee in effect repudiate their own letter to the Prime Minister of July 11th last, their own letter to the Press of October 19th last, their own official pamphlet of May last, and their own article (for which they had specially acknowledged responsibility) in the current July—number of the *Navy League Journal*.

In the first of these letters they urgently protested against reduction in the programme of naval construction, affirming that "not three, nor four, but five armoured ships" should be laid down; and in the second (their protest disregarded) they deliberately stated:—"Here, then, is the case in a nutshell. Political considerations implying subservience to the outcry for retrenchment, have brought about a serious reduction in our first line of defence, a direct incentive to our possible adversaries to push forward their naval preparations." "Tid-miral Fremantle, whom they now quote on their behalf, went even further, for in the November number of the *Journal* he wrote:—"The reductions, then, are political, and undoubtedly suspect."

In their official pamphlet of May, the statement that the Navy is not up to the two-Power standard, far less possesses ed of a margin over it, is made with the most definite precision. The fighting values of the principal fleets of the world are there estimated in points. The number of these assigned to Britain is 747; to France and Germany, 744; to the United States and France, 81; and to the United States and Germany, 752. And it is added that each of these combinations is "as strong as, or stronger than, the British Navy, and could place England in a most perilous position."

At the annual meeting on May 15th, our opponents disavowed all responsibility for the *Navy League Journal*—"the Official Organ of the Navy League," as it had previously been styled. They must now disavow all responsibility for this pamphlet, and explain to those whom they give it that nothing therein pointed to be taken seriously. We publicly ask the President of the Navy League, whether the Committee propose to follow this course; and if not, why not?

But even the inconsistency of the Committee's contradictory voices on the subject of the two-Power standard fades into comparative insignificance by the side of their self-contradiction in regard to "the organisation of the First Line Fleet for instant service." For, barely a month has elapsed since they sent to the Press an advance-proof of their article, above referred to, in which they conclusively showed that the First Line Fleet is NOT organised for instant service. And now they effectually repudiate their previous demonstration.

The present utterance of the rulers of the Navy League amounts, in short to the definite denial of the previous utterances which they had launched upon the world. The very conditions which they postulate for action have been proved by themselves to exist, and now, in order to avoid the action, they deny the conditions. Their position is that on the one hand they have shown the country to be endangered, and, on the other, they decline any attempt to render it a safe.

Could self-stultification and abnegation of duty be more clearly shown?

Since the Committee cling to their office—despite their recent condemnation by the votes of those present at the most recent live meeting of the Navy League ever held—their right course now is to declare the League's dissolution, and thus leave it a spec for the creation of a new organisation which shall seek to fulfil the needs of the country and of the Empire.

But whether they follow this course or not, that new Organisation will be created.

We are, Sir,

Yours faithfully,

(Signed) H. A. OLD F. WYATT.

(Signed) L. GRAHAM H. HORTON-SMITH.

4, Paper Buildings.

Temple, London, E.C.

July 31st, 1907.

INFRINGEMENT OF TRADE MARKS.

We note from recent mail papers that the question of the infringement of foreign trade marks and house names is occupying an increasing amount of attention in business centres both in China and in Japan. The subject is not a new one, and it has more than once been prominently brought forward in this country by Dr. Morrison and others. What appears to be a really flagrant case has recently occurred in China, which cannot but emphasize the seriousness of the matter, and clearly demonstrates the need for more drastic representations on the subject. A Japanese merchant, as in so many recent cases, is the culprit, and the well-known firm of Messrs. Carlowitz and Co. the victims. This firm has been known throughout China for years under the long name of Lee Woo, and, amongst other lines, is doing a very extensive business in toilet soap. The packages bore the long name, and thus steadily acquired for it a high reputation. Some time ago, however, it was found that a soap of Japanese manufacture, but marked with the characters Lee Woo both on the soap itself and on the wrapper, had been introduced into the China market and was commanding a large sale. Upon investigations being made, it was ascertained that a soap manufacturer of Osaka had not only appropriated the name, but had actually succeeded in registering it at Tokyo as his trade-mark, thus profiting by the reputation of a firm which for three generations had made its work to build up a sound reputation for their goods. The case was taken up with the authorities, but nothing could be done in China, and so the matter had to be referred to the Bureau of Registration at Tokyo. The application of Messrs. Carlowitz was accompanied by a number of documents, including communications from the Yokohama Specie Bank; the German Consulate-General at Shanghai; and even the Japanese Consulate-General at that port, showing that Lee Woo was the recognised and well-known Chinese name of Messrs. Carlowitz, but the Bureau has ruled that Mr. Harumoto was justified in using the house's name, on the ground, apparently, that it had not been made sufficiently clear that Lee Woo was the name of Messrs. Carlowitz, and has refused to cancel the registration of the trade-mark. It is sincerely to be hoped, both from the Japanese point of view and that of foreigners, that such a ruling will be reversed on the appeal which Messrs. Carlowitz are now making. This is a flagrant, but unfortunately, it would seem, far from an isolated case of unfairness on the part of Japanese merchants. They have been frequently accused of similar practices in Japan, Hongkong, Shanghai, and in Manchuria, and up to the present Japanese authorities appear to have entirely failed to grasp the foreigners' point of view and to render justice where it appears to be clearly called for. Unscrupulous traders are not unknown either in the British or any other nation, but we enjoy a code of laws at home which strictly put down any such unfair practices, and it is to be hoped that Japanese officials will realise the importance, for the sake of the nation's reputation and ultimate prosperity, of refusing to allow any system of trade piracy to be carried out with impunity. Perhaps Japanese law is at present defective; if so, it should certainly be remedied so as to give sufferers the necessary protection. The particular case in question again emphasizes, on the need for the promulgation of trade-mark regulations by China, and it is exceedingly desirable that Japan and all the Powers should, with the least delay possible, come to an agreement on this important matter.—*L. & C. Express*.

CHINESE LOTTERIES.

"Suspicious" writes to the *N. C. D. News* on 30th ult.:—"Sir, The tickets of the sixty-sixth Hupeh Lottery, last month, contained a discrepancy in the Chinese and English dates for drawing; the English giving July 31—six days after the event actually took place. Was this unintentional? At any rate it gave thousands of natives the chance, if so disposed, after finding themselves losers, of foisting their useless tickets upon confiding foreigners."

With the ethics of gambling the writer has nothing to do. Tens of thousands of dollars are invested monthly by foreigners in various lotteries in China; perchance in the hope that present indulgence may result in future abstinence from the vice, and it would be well in the public interest to inquire whether they get a run for their money. The fact remains that the name and residence of the winner is never known, and—after many years' residence in China—the writer has never heard of or met anyone who had either seen or heard of that apparently mythical favourite of fortune. Very rarely, so seldom as alone to excite suspicion when one reflects that probably one-third or one-half the whole tickets are held by them, one hears of a foreigner winning one of the smaller prizes, but never the first!

The Hupeh Bureau levy twenty per cent. commission; this surely is sufficient to ensure an honest deal.

To the above letter, the editor appends the following note:—"So far as we are aware it has been the general opinion of both foreigners and Chinese that the Hupeh Lottery is perfectly fair. When the drawing takes place the proceedings are quite public, hundreds of people being present. The numbers are taken out of a basin at the bottom of a drum in full view of the audience. In these circumstances it is certainly curious that such incongruity in dates should have occurred as is shown on the lottery ticket which our correspondent forwards to us, the Chinese version stating that the drawing will take place on the sixteenth day of the sixth moon, i.e. July 25, while the English version on the ticket is July 31. The error is one which certainly seems to call for explanation as to the facts of it, it opens the door to temptations to serious fraud."

To-day's Advertisements.

EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT

S.S. "PAUL BEAU"

will leave Hongkong on SUNDAY, 8th inst. (weather permitting) at 9 A.M., and return from Macao at 5.30 P.M. the same day.

First Class single passage.....\$2.00
return.....4.00
Second " single ".....1.00
return.....1.50

MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 7th, or on board on day of sailing.

For further particulars, please apply to

BARRETTO & CO.,
Agents.

Hongkong, 5th September, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched at above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th September, 1907.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th September, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London &c., ex S.S. *Victoria*.

From Calcutta, ex S.S. *Nile*.

From Persian Gulf, ex B.T.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1907.

MAIL SUBSIDIES.

In reply to Mr. Harold Cox, the Postmaster-General, on 5th ult., gave some interesting details concerning the subsidies paid for the carriage of mails to Shanghai via Vancouver, and to the P. and O. Company for the carriage of mails from and to the Far East. The mail service from this country to Shanghai via Vancouver is performed by the Canadian Pacific Railway Company. The subsidy paid to the company is £60,000 per annum, which covers the conveyance of mails by rail across Canada as well as the conveyance by sea across the Atlantic and Pacific. The weight of mails since the new subsidised boats began to run shows a very large and substantial increase. In addition, the company convey (a) mails exchanged with Canada; (b) mails from Japan and China for the United Kingdom; and (c) certain mails from and for the Continent of Europe. The total subsidy at present paid to the Peninsular and Oriental Steam Navigation Company is £340,000 per annum. Under the new contract which has just been signed, this will be reduced to \$305,000. The contract with the company provides not only for a mail service to Hongkong, with extension to Shanghai, but for services to India, Ceylon, the Straits Settlements, and Australia. The company conveys parcel mails as well as letter mails, and is under certain obligations regarding the conveyance of Government passengers and stores and the sale of their ships to the Government.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/28
Do demand 2/2 11/16
Do 4 months' sight 2/3 1/2
France—Bank T.T. 2/2 7/8
America—Bank T.T. 2/2 5/8
Germany—Bank T.T. 2/2 1/2
India T.T. 2/2 1/2
Do demand 166
Shanghai—Bank T.T. 73
Singapore T.T. 5 1/2 prem
Japan—Bank T.T. 108 1/2
Java—Bank T.T. 133 1/2

Buying.
1 months' sight L/C. 1/5 5/16
1 months' sight L/C. 7/3 9/16
10 days' sight San Francisco & New York. 55
1 months' sight do. 55 1/2
10 days' sight Sydney and Melbourne. 2/3 9/16
1 months' sight France. 2/85
1 months' sight do. 2/87
1 months' sight Germany. 2/33 1/2
10 days' sight do. 31 1/2
Bank of England rate 4 1/2 %
Bank of France 3 1/2 %
4 months' sight 58.00

This morning, a street coolie was charged before Mr. F. A. Harland, in the Police Court, with stealing two ducks, at West Point, yesterday. Asked as to where he got the ducks, accused replied: "I caught them." Sequel—Three weeks' gaol, six hours' stocks.

Intimations

THE
ROBINSON PIANO
CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY,
HAAKE,
WINKELMANN,
&c., &c., &c.

Prices from \$750.

Hongkong, 12nd August, 1907.

TO COUNTERACT THE
ENERVATING EFFECT OF THE
HOT WEATHER,
DRINK

"TANSAN"

Bottled at the Takaradaka Spring,
Japan.

Mixed with Hock, Whisky, or Claret it has no equal as a Thirst-quencher, Stimulant, and cure for Lassitude and Debility.

LADIES who value their health should drink it.

CHILDREN will feel the beneficial effect of it.

MEN who use it testify to its excellence.

ALL SHOULD DRINK IT.



IT IS STILL THE BEST
NATURAL MINERAL
WATER IN THE
WORLD.

BEWARE OF Spurious Imitations and see that you get your "TANSAN" from the SOLE AGENTS.

"TANSAN GINGER ALE"

Acknowledged to be the best on the market, see that the label bears the name of J. CLIFFORD-WILKINSON, without which none is genuine.

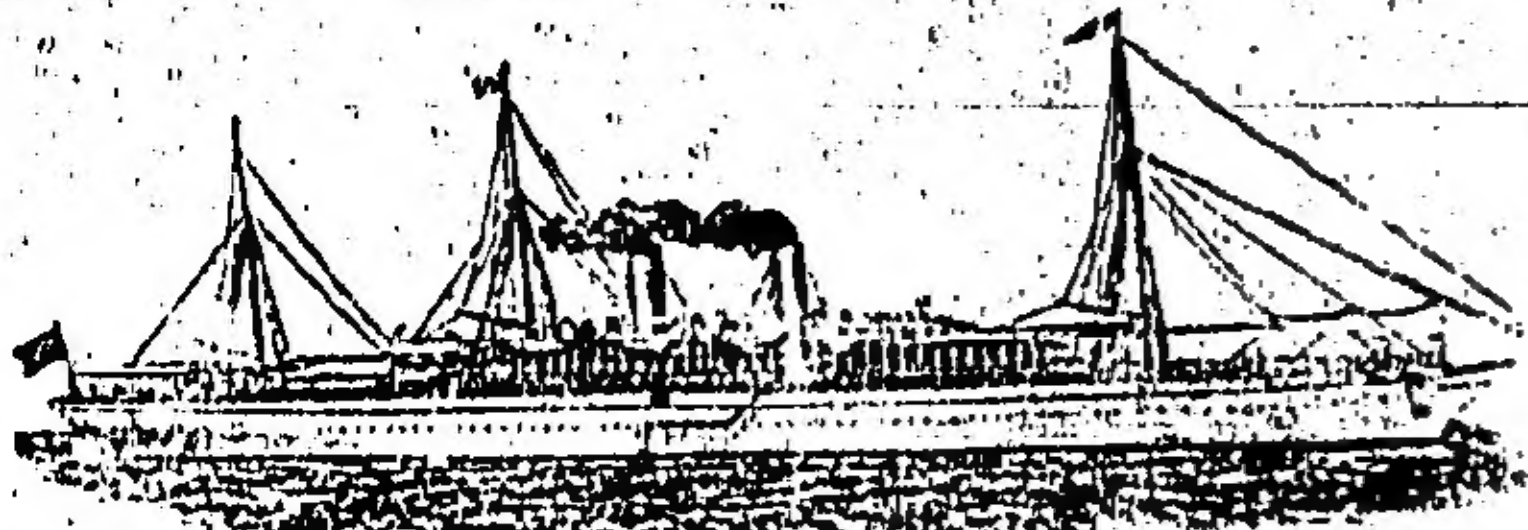
Can always be obtained at all the CLUBS, HOTELS and STORES.

H. PRICE & Co., Ltd.,
SOLE AGENTS.

WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 17th August, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
Leave HONGKONG	ARRIVE VANCOUVER
"TARTAR" 4,425 Tons WEDNESDAY, Sept. 11th	Oct. 5th
"EMPRESS OF CHINA" 6,000 THURSDAY, Sept. 12th	Oct. 14th
"EMPRESS OF INDIA" 6,000 THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE" 5,163 WEDNESDAY, Nov. 6th	Nov. 30th
"EMPRESS OF JAPAN" 6,000 THURSDAY, Nov. 21st	Dec. 9th
"TARTAR" 4,425 WEDNESDAY, Dec. 4th	Dec. 28th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class 7/10 St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate 5/10

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China
Honykong, 29th August, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	YUENSANG	FRIDAY, 6th Sept., 4 P.M.
SHANGHAI VIA SWATOW	CHIOYANG	SATURDAY, 7th Sept., 4 P.M.
TIENTSIN	CHIPSHING	SATURDAY, 7th Sept., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Hongkong to Singapore 1st Class	Return.
	Single	\$100
	Double	185
	Calcutta	105

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chofon, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 5th September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	"YUOH W"	7th Sept., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TSINAN"	7th "
PORTS	"HUICHOW"	7th "
SWATOW, WEIHAWEI, CHEFOO & NEWCHWANG	"HOPEH"	9th " daylight.
HOIHOW and HAIPHONG	"TAMING"	10th " 4 P.M.
MANILA	"ORHINTU"	10th "
YOKOHAMA & KOBE	"SUNGKIANG"	14th "
CEBU and ILOILO	"KIUKIANG"	14th "
SWATOW & SHANGHAI	"SHAOHSI"	17th "
SWATOW & SHANGHAI	"KWZUYANG"	19th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Austral an Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 5th September, 1907.

AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon staterooms—Electric
Light.—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1,540	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
UBI	1,540	Almond	"	SATURDAY, 14th Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 19th August, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

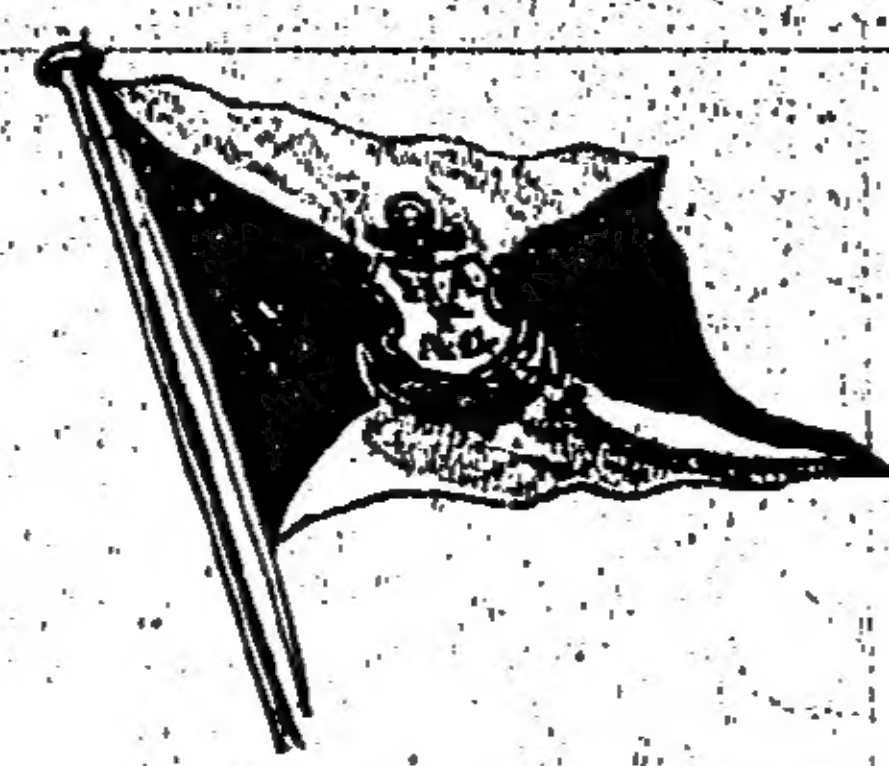
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with
912,000
Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAYRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HOHENSTAUFEN	1st Oct.	HAMBURG	6th Sept.
SILESIA	2nd Nov.	RHENANIA	2nd Oct.
		HOHENSTAUFEN	30th Oct.

Homeward.

Hongkong, 2nd September, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.	7th Sept.
S.S. "SATSUMA"	7th Sept.
S.S. "SIKH"	7th Oct.
FOR BOSTON AND NEW YORK.	14th Sept.
S.S. "GAZELLE"	14th Sept.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st August, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Tremont	9,000	T. W. Gardick	12th Sept.
Swatara	6,235	W. Shotton	15th Oct.
Kumera	6,232	L. Baird	15th Oct.
Shawmut	9,000	E. V. Roberts	6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 2nd September, 1907.

FOR DALNY.

THE Steamship

"KARONGA"
will be despatched for the above Port, on or about the 16th inst.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 2nd September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 3, Queen's Road West,
Hongkong, 3rd July, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"
Captain S. H. Nelson, will be despatched for the above Ports, on FRIDAY, the 6th inst., at 4 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 3rd September, 1907.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.REGULAR STEAMSHIP SERVICE
BETWEEN
HONGKONG, CALLAOAND
IQUIQUE via JAPAN PORTS
(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast Ports.

Steamers	Tons	To sail
"KASATOMARU"	6,100	About Middle of Oct., 1907.
"KATHERINE PARK"	5,000	About End of Nov., 1907.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 2nd September, 1907.

For Sale.

PAUST BREWING COMPANY,
MILWAUKEE.FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd October, 1906.

THE NEW FRENCH REMEDY
TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kossan, Jobert, Velpeau and others, combines the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is remarkably short-acting, often a few days only, removes all discharges, effectually suppressing infectious, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, catarrh, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well tried remedies have been powerless.

THERAPION No. 2 is a powerful purgative, clearing the system of blood, curing pimples, spots, blotches, paleness, swelling of joints, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been too much in fashion to employ mercury, nuxvomica, etc., to the destruction of system, tooth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 is a powerful tonic, strengthening the system, and all distressing consequences of disipation, worry, overwork, early errors, excess, etc. It possesses surprising power in restoring strength and vigor to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/6 per packet. In order to state which of the three remedies required, and observe above Trade Mark, which is a facsimile of the word "THERAPION" with a crown above it, and a small illustration of a man in a military uniform, and a small illustration of a man in a military uniform, and a small illustration of a man in a military uniform.

Sold by all Chemists.

WEATHER-FORCASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of mariners of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a RUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. C. FIO,
Director

26th July, 1907.

SHORT SERVICE.

Whenever rumours of war, become bruited about references to Secret Service and the man who serves it at once appear. Secret Service may be defined in a phrase as the art of acquiring at the expense of a friendly Power information which it is desirable should be kept private. With such a definition attaching to it the occupation at first sight may not appear to be very praiseworthy, yet there is no profession in the world offering to the successful such rich rewards nor any where the man who falls is so quickly superseded.

Secret service men work, however, in a variety of ways and through innumerable channels. By virtue of necessity their identity is never disclosed, and even on the roll of their corps they are known only by a number or a letter. Each country, of course, possesses such a service, the branch of which are grouped under the Bureau of the Intelligence Division and attached to the several Departments of State requiring them. It is indispensable to War and, naval Offices, invaluable to Foreign Offices, and may be said to work in conjunction with the Embassies, Legations, and Consulates that one country maintains within the realms of another. The service is divided into several classes, but the usual heads are Naval, Military, and General Affairs. A scheme of coastal defences, the disposition of an army or a fleet at the outbreak of hostilities, the designs of a battleship, the plans of a submarine or the mechanism of a gun and the ingredients of a high explosive powder are among the items of information which would be of importance to Naval and Military Secret Service men, while the draft of a confidential treaty, the unpublished clauses attaching to a loan, the character of a private communication from a Sovereign to his Ministers would appeal to those who dealt with General Affairs or paid attention to movements in the political and diplomatic worlds. Information under any of these heads, if once authenticated, would possess a specific value, which might be paid for in thousands of pounds, and it is undeniable that there is a constant traffic in State secret of this description. Moreover, no Government can afford to ignore such a means of supplementing or confirming the reports returned by the representatives that it maintains abroad, and the activity of the Secret Service in any of the directions here indicated is unceasing.

Among the European Powers, the Russian Secret Service is probably the finest, but it embraces many thousands of people who are merely volunteers, or who report confidential information with a view of escaping official interference. In France and Germany the Secret Service is supported by systematic investigation that cannot be said to rely in any material way upon casual assistance. In England the Service is controlled to a great extent by the Intelligence Divisions of the Admiralty and the War Office, but such a system of private inquiry has not been elevated in this country to the exact science that it is, let us say, in Russia or Japan. Undoubtedly, the most perfect Secret Service in the world is that possessed by the Japanese, who devote to it all the patience for which the Oriental is famous. The late war in Manchuria offered ample evidence of the value of the work accomplished by it. In Peking, Harbin, Port Arthur, and Seoul, the centres of an elaborate system were established, by which Secret Service men, disguised as barbers, servants, itinerant merchants, and travelling priests swarmed all over north-east Asia. There was neither a village nor a military post that escaped observation, and many of the earlier successes of the Japanese were due to the excellence of the information supplied by the members of the Secret Service before hostilities began.

Under the Japanese system the more delicate work is frequently carried out by officers of high standing in the Naval and Military services, and there is very little doubt that the men who were arrested in San Diego, as well as those who were ejected from the navy yard, hold responsible positions in the Mikado's army. While their discovery is an unfortunate development in a situation which was already grave enough, it must not be concluded that detection brings a Japanese-American war appreciably nearer. For years past the whole of Asia has been covered by a perfect network of Japanese Secret Service men. Every point of importance in the possession of Great Britain, Russia, France, and Germany, east of Suez, has been secretly surveyed, the headquarters of the several squadrons receiving particular attention. Indeed, it would be no exaggeration to say that the character of the approaches and the possibilities of defence of each naval base held by the Powers in Far Eastern waters have been most carefully plotted by the spies of our ally. For a long time British India, French Indo-China, and the Gulf represented their most important hunting-ground, but the recent turn of events no doubt has impressed the American position on the Pacific with a prior claim.

In many cases it is quite well known that this surveillance exists, and it is undoubtedly facilitated by the practice of enrolling native servants as mess-room "boys" in Asiatic waters. British, French, Russian, and American naval authorities permit the custom, and as it is very difficult to detect a Japanese if he wishes to pass himself off as a Siamese or Filipino, there is no doubt that much valuable information has been obtained in this way. Unfortunately, the Asiatic is very suited to the work of a mess-room, and as he is quick, and inexpensive, his services are in great demand. None the less, there is no disputing the fact that every "boy" is a potential spy who may be relied upon to ignore no detail that is of value to his Government.—*Full Mail Gazette.*

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the "Hongkong Telegraph" and they are warned against paying more than TEN CENTS (10 CENTS) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Honykong, 10th September, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 4.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000	\$1,797,167	{ £1.15/- for 1 year ending 30.6.07 @ ex 2/3 1/16 = \$16.04	4 1/2 %	{ new issue \$647 1/2 sales on \$205 n. issue London £77 ex d. ex new issue London £60,10/- n. issue first call \$51
National Bank of China, Limited	20,000	£27	£27	£12,735	\$71,253	\$2 (London 3/6) for 1905
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£150	£150	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %	£270
North China Insurance Company, Limited	10,000	£15	£15	Tls. 100,000	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex 2/10 = 11 16 per cent.	6 %	Tls. 77 1/2 sellers
Union Insurance Society of Canton, Limited	2,400	£150	£150	£3,000,000	£460,400	{ Final of \$12 making \$12 for 1905 and Interim of 13 1/2 for 1906	5 1/2 %	\$36 1/2 sa. and b.
Yangtze Insurance Association, Limited	8,000	£100	£100	£1,000,000	£461,467	\$12 for year ending 31.12.5	7 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	£100	£100	\$1,000,000	\$562,980	\$6 and bonus \$2 for 1905	9 1/2 %	£87
Hongkong Fire Insurance Company, Limited	8,000	£150	£150	\$1,500,000	\$435,236	\$40 for 1905	12 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$50,000	Nil.	\$2 1/2 for year ended 30.1.1906	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$1,050,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£30,000	£3,694	5/- for 1906 @ ex 2/2 1/2 = \$1.74 per share	3 1/2 %	{ \$30 buyers \$28 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 5,000,000	Tls. 13,337	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	Tls. 47 1/2 sales
"Shell" Transport and Trading Company, Limited	200,000	£1	£1	£200,000	£24,370	Interim of 1/- (Coupon No. 8 for a/c 1907	4 1/2 %	Tls. 47 1/2 buyers
"Star" Ferry Company, Limited	10,000	£10	£10	£100,000	£137	{ \$1.00 for year ending 30.4.1907 \$0.50	5 1/2 %	\$20 sa. and b.
Tide Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 500,000	Tls. 8,730	Final of Tls. 2 making Tls. 6 for 1906	12 %	Tls. 50 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	£100	£100	\$450,000	9,218	\$8 for year ending 31.12.06	8 1/2 %	98 sales
Laron Sugar Refining Company, Limited	7,000	£100	£100	£700,000	11,895	\$3 for 1907	...	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	Tls. 8,935	Tls. 4 (8 1/2) for year ending 31.8.06	4 1/2 %	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.30
Reich Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	£11,358	No. 12 of 1/- = 48 cents	...	\$7 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	£450,000	£10,335	\$1.75 for year ending 31.12.06	10 1/2 %	£17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	£2,000,000	£3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2 %	£65
Whampoa Dock Company, Ltd.	10,000	£50	£50	£500,000	£491,580	\$4 for 1st half-year ending June 30th 1907	7 1/2 %	\$105 buyers
Shanghai Dock and Engineering Co., Ltd.	45,700	Tls. 100	Tls. 100	Tls. 4,570,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	3 1/2 %	Tls. 80 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 221
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 1st 14 months ending 28.2.07	6 %	Tls. 103
Asiatic Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$24
Central Stores, Limited	50,123	\$15	\$15	\$751,845	19,178	\$1.50 for 1906	12 1/2 %	\$14 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	£371	\$5 for second half-year making \$10 for 1906	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$98 sellers
Thompsons Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	\$2 cents for 1906	7 1/2 %	\$10 1/2 sa. and b.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	11,089	\$2 1/2 for 1906	7 1/2 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	Tls. 780,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sales
West Point Building Company, Limited	15,500	\$50	\$50	\$775,000	£1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 64,980	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$21,660	\$1 1/2 for the year ending 31.7.06	11 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 1/2)	11 1/2 %	Tls. 52 sellers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	Tls. 50,663	Tls. 50 for 1906	16 1/2 %	Tls. 305 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	£107,550	£638	1 1/2 per share for 1906	9 %	£61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	£63	\$3 for 1905	...	\$20 sellers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	Nil.	\$1 for 1904	...	\$9 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 60
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	£25,000	50 cents for year ended 23.2.05	...	6 sa. and b.
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	£385	50 cents for 1906	9 %	£19
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	£2,555	\$1.30 for year ending 31.7.1906	8 1/2 %	\$16 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	£10,804	Interim of 50 cents per share for a/c 1907	9 %	\$12 sellers
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	£5,001	\$2 1/2 for year ending 28.2.07	11 %	\$22 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	£9,313	5/- per share for year ending 28.2.07	7 1/2 %	\$14 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	£4,361	Interim of \$4 for year ending June 30th 1907	9 1/2 %	\$241
Matichangpi, for Nippon, Boshu en Lanboukai	50,000	\$10	\$10	\$500,000	£4,212	Interim of 80 cents per share for a/c 1907	8 1/2 %	\$25 buyers
Peak Tramways Company, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000	Tls. 16,373	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %	Tls. 315 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	\$250,000	£2,555	5/- sh. sh. period for 19th Oct. to 30th Apr. 07	8 1/2 %	\$12
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	£34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 110
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Tls. 4 for 1905	...	Tls. 30 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	13 1/2 %	Tls. 75 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	8,475	£20	£20	£169,500	Tls. 85,592	Interim of 15/- for account 1907	...	Tls. 310 buyers
South China Morning Post, Limited	7,200	£20	£20	£144,000	£1,214	Interim of 1 1/2 for account 1907	...	Tls. 280 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	£214	None	...	£22
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 15,295	30cts. (old) & 15cts. (new) for year ended 31.5.16	4 1/2 %	\$68
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	Tls. 701	Tls. 6 1/2 for year ending 30.4.07	...	Tls. 97
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	£349	First year	...	\$12
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	\$500,000	£1,360	8 cents on 9,900,000 shares and 1.8 on 100,000 shares for 1907	8 %	\$10
William Powell, Limited	15,000	\$10	\$10	\$150,000	£5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11
						Final of 3 1/2 cts. making 80 cts. for the year ended 30th June, 1900	10 %	\$8

* These shares are entitled to half of the profits.

Shills.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE" Captain Lancelotti, will be despatched for MARSEILLES on TUESDAY, the 17th September, at 1 P.M.

This steamer connects at Colombo with the Australian line S.S. "Armand D'Arville" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above port.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:— S.S. "AUSTRALIE" 1st Oct. S.S. "NARA" 15th Oct. S.S. "YARRA" 29th Oct. S.S. "ERNEST SIMON" 12th Nov. S.S. "TONKIN" 26th Nov. S.S. "POLYNESIE" 10th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th September, 1907. [10]

FOR VADIVOSTOK.

THE Steamship

"VINE BRANCH," will be despatched as above on or about 10th September.

For Freight and further Particulars, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 3rd August, 1907. [17]

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Hongkong, 16th May, 1907.

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[480]